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Stalinsko Zname

ORGANIZATION OF WORK IN STALIN HARBOR CRITICIZED

For the past 2 months, the Ministry of Transportation has been very concerned with the delay of goods in Stalin harbor. Because of this, the Assistant Minister of Transportation, Mikhail Popov, and the Minister, Dancho Dimitrov, have twice visited the scene. They attempted to solve the difficult situation and made suggestions for the immediate improvement of expediting the delayed goods.

In February 1953, the Chief of the Water Transportation Administration, Georgi Genov, and his assistant, Todor Rachev, spent a week supervising the organization of work in Stalin harbor.

The organization of work in Stalin harbor does not meet the necessary requirements. The coordination between the most important divisions of harbor work, such as operations, warehousing, mechanization, and transportation, is poor. The operations division under the direction of Boris Lazarov, cannot meet the demands laid upon it. In working out a 24-hour work plan, the operations division does not confer with the directors of the above-mentioned branches. The directors of these branches are often not clear as to the work to be done in the 24-hour period; they do not know how to exploit properly the available machines, transportation facilities, warehouse space, and labor.

Manpower is not properly allocated. Either too many or too few workers are assigned to a job. Eighteen men were assigned to work in the holds of the Bulgariya and the Krasnodar instead of 13 or 14, in spite of the protests of the workers, who still were unable to fulfill their work norms.

The Sixth Dimitur Angelov brigade was ordered by the assistant dispatcher, Todor Grigorov, to load cars with iron by means of a caterpillar crane. A norm of 500 tons to be unloaded in 8 hours was set for 10 men; in other words, a medium-sized ship was to be unloaded in one shift. This norm is not realistic.

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There is confusion in making assignments. On 3 February 1953, the 34th Dimitur Khristov brigade, after having loaded a railroad car with rolled wire, was ordered to unload it and to reload it with rails. The workers then received orders to unload the rails and, in place of the rails, to load something else.

Available loading machinery is not wisely used. On 5 February 1957, operator Grigor Angelov sent out a brigade to load iron on a car. The iron was 50 meters from the car, near a free track and an idle self-propelled crane. Instead of moving the car to the iron and loading it with the aid of the crane, it was moved in wheelbarrows and loaded by hand.

This inefficiency means a 30-percent loss of productivity, a 6-percent loss of manpower, and a 260-percent loss of work. Manual work costs the enterprise 308 leva, while work with machines—should have cost 88 leva.

The operations division does not work together with the warehouse division. Tables often occur when goods from ten different consignments are loaded in one tar. When these are unloaded they become mixed, unless they have not been togeted out previously. Unloading consignments for different destinations often brank reloading the goods on one car at five and six different places.

When roads are incorrectly corted [and must be reshipped to original destinations], the result is an increase in the freight-ton surcharge. Figures show that the transport of a ton of goods costs 36 leva, instead of the 22 leva defined by the tariff.

Cargo is not unloaded correctly from ships' holds. In their efforts to fulfill norms, workers unload goods incorrectly. They first move the heavy goods uside and throw the light goods out of the hold. Unloading is not done according to consignment, and often the goods are damaged.

Outgoing cargo is not always stowed correctly in the ships' holds. Cement on board the ship imandra was piled against the bulkhead. The dimensions of the hold were not taken into consideration. Pulp was poorly loaded on the ship Orel

The loading chiefs, Boris Lamarov, Boris Naumov, and Sava Petrov, do not try to keep breakage at a minimum. In one year, 53 different instances of goods damaged through carelessness were noted.

Checkers have been inefficient. On board the Orel, there were 312 extra cases of plums. The error of warehouse branch No 3 was discovered in the nurbor of (dessa, where an invoice was drawn up and the difference was made known to Stalin harbor authorities. Three excess bags of rice were loaded on the Sheksan. Three excess barrels were loaded on the Bulgariya, five excess crates on the Karl Marx, and eight excess crates on the Rila.

Goods are poorly stored in the warehouses. The warehouse managers do not take sufficient pressutions against thievery and damage. They do not work for efficiency in the reloading processes.

The technical section under Krum Slavov, assistant chief of the technical branch, is not up to par Mechanical and loading equipment is not used properly. Electric cars are not employed either in the harbor or in the warehouses

Krus Slavov and Viktor Krilov allowed two trailers to stand idle for he days simply because some wheels did not fit the available tractors.

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Two partly assembled tractors stood idle for 4 months.

The poor organization of work brings about conditions which lead to a large turnover of stevedores. In January 1953 alone, 75 workers were hired and 62 left work. This turnover brings about poor results in the quality of cargo handling and leber productivity.

The labor turnover in cargo handling greatly lowers the skill of the stevedores. The supervisor, Sava Petrcy, does not pay enough attention to the tools and facilities which the workers use. Discarded slings, dollies, straps, and ships are scattered around the area. There is no definite system for checking tools in and out, and there is no personal responsibility for tools. Available tools and equipment are not in good condition and their technical uses are not specified.

There is no coordination or cooperation among the supervisors of the main harbor services. Assistant Manager Atanas Mitev often takes over the function of shift dispatcher, rudely intercupts the carrying out of the daily operations plan, and thus disorganizes the reloading operation. The manager of the operations branch, Boris Lazarov, is lazy and not sufficiently forceful. He considers it unnecessary to interfere with the shift dispatcher and, moreover, shirks his job as supervisor. The assistant chief of the technical branch, Krum Slavov, did not fulfill his plan.

Blame for the poor organization of work in the Stalin Harbor lies with the local Committee of the Bulgarian Communist Party and its secretary Georgi Gotsev. The trade union committee with chairman Dimo Khristov is also to blame. The political branch of the water transportation administration and its political department in Stalin have done nothing to improve the poor work organization in the harbor.

On 6 February 1953, under the leadership of Denov (fnu), a meeting was called about the conditions of the harbor. The meeting reviewed the delays in Stalin Harbor, the poor unloading of goods, and the inefficient work organization. Decisions were made toward improving this situation and a plan must be put into effect soon.

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